"THE DISCOVERER OF GIPPSLAND"

ANGUS McMILLAN

It was in the year 1810 that, on the Isle of Skye, Angus McMillan was born. At the age of 27 (1837) he migrated to Australia. Already experienced in frugal living, hard work and good farming he started in Australia with a suitable background. He soon found employment as overseer with Macalister, an established landowner in the Picton district of New South Wales.

Macalister, seeing an adventurous trait in McMillan's character, sent him in 1839 to explore southern and western New South Wales for grazing land, and to find cattle routes over the ranges. While preparing for this expedition McMillan made friends with Jimmy Gibber the chief of the Maneroo (now Monaro) native tribe. Listening to elders of the tribe talk at their camp fires one night, McMillan heard the words "Cabone Benel" repeated many times. Gibber managed to translate these words as meaning "large plains". These large plains were supposed to exist towards the south-west. McMillan forthwith decided to trek towards these "large plains" but was immediately faced with a problem. The natives, that he wished to accompany him, were terrified of the southern tribes. Finally Jimmy Gibber and McMillan set out on horseback, with rations for six weeks. But Gibber refused to proceed further than Mt. McLeod. This, however, served McMillan's purpose as, from the top of the peak, he saw the plains country of which the natives had spoken.

Upon reporting back to Macalister, the latter agreed to finance a further expedition. A forward base was established at Ensay (then Numbla Munjie) close to what is now the Omeo Highway. On January 11th, 1840, McMillan commenced the expedition with a party including 3 other white men, the chief of the Theddor tribe Cabone (Big) Jimmie and a native boy "Friday".

The first set-back was the discovery, soon after the expedition started, that due to heat much of their salt beef was spoiled. However, they pressed on along the course of the Tambo River. They crossed many creeks, passed through tangled scrub and eventually reached the wide expanse of the lower Tambo River, and still later the banks of a vast lake which formed part of the Gippsland Lakes as known today. At this time McMillan made an interesting and prophetic statement - "If there is a good entrance to the lakes steamboats will be plying on it before this generation passes away". Steamboats did later ply on the lakes. Steamers including the "Despatch" (wrecked at Lakes Entrance), "Wyrallah" (sunk in collison with "Dilkera" at Port Phillip Heads) "Queenscliffe" (later used on the New Guinea coast) all traded regularly between Melbourne and Gippsland Lakes ports until railway and roads took over.

This expedition returned to Numbla Munjie to a wild welcome on January 27th. Shortage of food, as indicated by one of McMillan's journal entries, cut the expedition to a shorter period than intended. The entry, brief but to the point, reads "January 24th. Ate after natives had cooked kookaburra and porcupine".

McMillan's report to Macarthur was also to the point; it read "Land is rich, climate good, nature has been kind".

Later expeditions into Gippsland were led by McMillan. On February 12th 1841 Port Albert was reached. From this time onward Gippsland grew rapidly with settlers flowing in both from the Maneroo Country and via Port Albert.

There is a little recorded about McMillan between 1841 and 1860. He settled to station life at Bushy Park (north of Maffra). He pioneered the cattle trade between Port Albert and Hobart Town and took an active interest in community affairs. In 1864 he led an expedition to open tracks in the mountain areas around Dargo, Omeo and Matlock. Angus McMillan died on May 18 1865 as a result of a packhorse falling on him. He was buried in the Sale Cemetery on May 20 1865.

Information contained in this article has been extracted from Touring Records and Research section files.

B. N. COOPER
TOURING SUPERINTENDENT

P O R T   F A I R Y

On April 25, 1810, one Captain James Wishart in command of the whaling cutter "Fairy" was skirting the western coast of Victoria seeking shelter and a place to rest his crew. Finding a small bay with a river beyond, Captain Wishart sailed into the calm waters offering. The prospect as he saw it so delighted him that he named the place "Fairy" after his cutter but prefixing this with the impressive word "Port" thus Port Fairy was born.

In 1855 Surveyor Wedge visited Port Fairy on behalf of the New South Wales Government. Wedge reported favourably to the extent that a Sydney solicitor took up land there and became the virtual owner of the new port and its surroundings. Wedge apparently was not impressed by the name of the place and changed it to "Belfast" after his birthplace. Some years later, by Act of Parliament, the name "Port Fairy" was again applied and so it remains today.

Whales abounded in the area and whaling crews came from Van Diemen's Land and from Sydney. A whaling station was established on Griffiths Island at the mouth of the river which was now named Moyne.

A village soon developed around the site of Port Fairy, and bullock waggons lumbered into town carrying wool and produce for shipment overseas. At one stage immigrant barracks were built to house new settlers arriving direct from London until they could be drafted up-country or absorbed into local enterprise.

During earlier years various w ecks have occurred at and near Port Fairy. Most of the wrecks occurred during the era of sail, when vessels caught at bay anchorages were unable to reach the open sea during storms. One of the first of these wrecks, that of the "Thistle", occurred in 1838. The vessel had been used by the Henty Brothers in 1835 when they founded Portland. A few other wrecks were "Dusty Miller" (1841), "Socrates" (1843) "Lydia" (1847) "Sarah Lousia" and "Lady Pelham" (1849) "Swift" (1855) and "Water Lilly" (1866). In more recent times the steamer "Casino" which traded between Melbourne and Western District ports for many years, was wrecked at Port Fairy in 1932 with the loss of several lives.

A squat lighthouse, rough-stone cottages, the Customs House, an old fortress gun, and the signal station are all relics of Port Fairy's bustling past. These relics point back to the days when, for a time, Port Fairy was the busiest Australian port outside Sydney. Now the town is more a quiet retreat for settlers in north-western Victoria and for the itinerant tourist.

Fishing is perhaps one of its main attractions, although its wide, clean beaches and the River Moyne offer considerable interest. There are fish to be caught in the quiet waters of the Moyne, from the Crags and the Seven Mile Rocks, from the beaches, and from the open sea beyond.

The population of Port Fairy is about 2,600, any one of whom may claim for their town twenty-five years more history than that of Melbourne.

Information contained in this article has been extracted from Touring Records and Research Section files.

B. N. COOPER
TOURING SUPERINTENDENT

THE MARANOA GARDENS

Information contained in this article has been extracted from Touring Records and Research Section files.

A lovely corner of native Australia, the Maranoa Gardens are situated in the Melbourne suburb of Balwyn, only seven miles from the city, and are easily reached by tram or car.

Within the gardens is a magnificent collection of nearly 2,000 Australian trees, shrubs and plants. The total of 1,300 different varieties represents every State in Australia and there are some plants in bloom during each month of the year.

Adjoining the Gardens is Beckett Park, the highest point (440 feet) in metropolitan Melbourne. The park contains a lookout tower, a war memorial and a playground for children.

Both Maranoa Gardens and Beckett Park are maintained by the Camberwell City Council for the enjoyment of residents and visitors. They are located only a few blocks along Whitehorse Road, east of the Balwyn Shopping Centre. Cars can enter the parking area in Beckett Park via Parring Road, while a footway leads in from Kireep Road, through memorial gates.

The history of Maranoa goes back to 1904 when Mr. J. M. Watson bought an area of three and a half acres for a private garden. He planted many native trees and shrubs and named the place "Maranoa".

In 1922 the Camberwell Council acquired the area and continued the planting, but gradually removed all plants that were not native to Australia. Soon afterwards a committee of residents was formed to help the council and the curator at that time, Mr. J. McGuire, in the specialized development of Maranoa Gardens and Beckett Park.
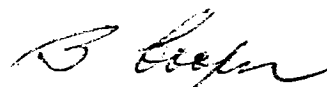
Maranoa was formally opened to the public in September 1926, and the late Mr. F. Chapman was appointed chairman of the Consulting Committee. The keen interest and efforts of this gentleman resulted in the native plantings expanding rapidly. The attractive gates at the entrance to the gardens in Kireep Road were built as a memorial to Mr. Chapman, and opened in April, 1948. The efforts of various other epole with botanical interests have also helped to build Maranoa.

In 1962 the size of the gardens was doubled by assigning three and a half acres of land from Beckett Park. The new section was opened by the Lieutenant Governor of Victoria, Sir Edmund Herring, on October 20th of that year, and to mark the occasion he planted a variegated Tristania, a rare variety of Queensland Brush Box. This tree, which can be seen near the eastern entrance to the gardens, is identified by a plaque.

The Maranoa Gardens are open morning and afternoon on week-days until 4.15 p.m., and from 2 p.m. to 5 p.m. on Saturdays, Sundays, and public holidays. Admittance is free.

PORT PHILLIP HEADS

Next week the Touring Bulletin will present the first of a series of four consecutive articles on the history of Port Phillip Heads, specially prepared from Touring Department information files by Mr. F. W. Stevens.

B. N. COOPER
TOURING SUPERINTENDENT

(3)

PORT PHILLIP HEADS

PART 1.

The First Navigators Enter Port Phillip

At one time, perhaps before aborigines hunted along its shores, the expanse of water known today as Port Phillip Bay might not have been connected to the sea by a narrow channel. The bay, it is thought, might have been a lake separated from the sea by a sandstone barrier across its southern extremity.

How, when or why this lake, if indeed it did exist as such, became a bay is something for the scientist to ponder. It is interesting to note, nevertheless, that sandstone formations at the Heads do change in shape and size within a lifetime, and a sandstone barrier that once might have existed between Port Phillip Heads could well have been worn away as the seas and the centuries rolled by.

The story of white visitors on the shores and headlands of Port Phillip Bay begins on February 1st., 1802, when the Mate of the "Lady Nelson", then sheltering at anchor in Western Port Bay, sailed a ship's boat through the Heads and proved, as he reported, that "a noble sheet of water" existed. Upon his reporting back to the commanding officer, Lieutenant Murray, the "Lady Nelson" was soon under sail and entered Port Phillip Bay on February 15th, anchoring in the sheltered waters close to the spot that was to become known as Sorrento.

On April 27, 1802, Port Phillip Bay was visited by the great navigator Matthew Flinders, who passed through the Heads in the "Investigator". Still later, on October 9, 1803, the Collins colonising expedition from England, with its 300 convicts, entered the bay and anchored also near the place that was to become Sorrento. However, Collins was not impressed by the 'new land' and soon departed for Van Diemen's Land, now Tasmania.

During the short Collins visit four convicts escaped into the unknown country. One voluntarily rejoined his floating prison and two were never heard of again. The fourth, William Buckley, having become friendly with the natives in the meantime, reappeared thirty-two years later on the other side of Port Phillip Bay.

The Sydney government opposed any settlement at Port Phillip. Perhaps this was due to Collins' unfavourable impression of the sand dunes in the Sorrento area, or perhaps it was nothing more than jealousy on the part of the government. However, John Batman of Van Diemen's Land, after waiting seven years for official sanction to move to Port Phillip, finally disregarded all opposition, and on May 29, 1835, passed through the Heads en route to his "place for a village".

Thus Port Phillip Heads gained recognition and the flow of shipping through the ever treacherous 'Rip' between these Heads began.

Of Point Lonsdale to the west, and Point Nepean to the east, the latter is of little consequence in the early history of shipping and white settlement. Except that it has been the graveyard of several ships attempting to negotiate the Rip, the story of Point Nepean with its defence installations and quarantine station is not of great interest. Certainly the early Port Medical Officers, using whaleboats, performed their shipping quarantine duties from a base at Point Nepean, but those days have long since passed.

Point Lonsdale on the other hand has an interesting history for by 1852 land was being sold in the boom holiday resort of Queenscliff, three miles to the north.

Next Week: "Queenscliff is settled".

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B. N. COOPER
TOURING SUPERINTENDENT

P O R T   P H I L L I P   H E A D S

PART 2. Queenscliff is Settled

The scene reopens in 1842, forty years after the first entry through the Heads by a sailing vessel. It was during a survey of Port Phillip Bay by H.M.S. "Rattlesnake" in 1842 that Shortland, a master gunner, drew attention to a prominent headland on the south-western shoreline. Perhaps out of respect for the master gunner, or perhaps because there was no other name readily available, this headland and the peninsula that adjoined it, were given the name "Shortland's Bluff". This ..ame was carried forward to the first settlement in the area, which later became Queenscliff.

Eight years were to pass before settlement commenced. In 1850 James Stephens obtained a Government lease of the peninsula, building a house there and moving in with his wife and mother. These people were the first settlers. However, monotony and isolation soon drove the Stephens family away, and for a time the holding was left in the hands of a stockman.

In September 1851 a family named Dod, having arrived at Geelong from England in the clipper ship "Statesman", met Mr. Stephens and soon negotiated a take-over of the Shortland's Bluff lease. Two days were spent in cutting a track from Geelong to the Shortland's Bluff property and this suggests that Stephens must have brought the material for his house by sea, probably from Melbourne, and not overland from Geelong.

At this time the population of Melbourne and Geelong was growing and soon a demand arose for a seaside resort. In 1852, Shortland's Bluff, having been chosen as the required location, was surveyed, re-named "Queenscliff", cut up and sold to willing buyers.

Mr. Dod, the first permanent settler,became the first postmaster of Queenscliff in 1854. A son followed in his footsteps and held the joint position of Postmaster and Signals Master until 1884 when he was transferred to Colac.

Soon Cobb and Co. coaches from Geelong, and the first of the "Bay" steamers from Melbourne, were bringing holiday makers to the seaside.

The first lighthouse at Queenscliff was built in 1842. This was a wooden structure with an oil-buring lamp. With the introduction of a second lighthouse in 1863, the former became known as the "lower" light while the new one took on the designation "higher" or "upper" light. These two lights, when correctly aligned indicate the path of safe passage through the Heads.

Fishing was eventually established as an organized industry at Queenscliff. During a period around 1912, it was not uncommon to see 50 or more fishing boats inspecting cray fish pots or taking aboard boxes of barracoota outside the Heads. The opening of a railway service between Queenscliff and Geelong on February 21, 1878 was a great event in the history of Queenscliff, for it enabled the fishermen to quickly get their catches to market and eliminated much of the Cobb and Co. coach travel. It also encouraged the holiday-makers which in turn increased local trade.

An adequate supply of fresh water proved to be a problem during the early development of Queenscliff and the surrounding district. At first, wooden barrels sunk in the earth were used to collect seepage water, and it was not until 1889 that the first public water supply was laid down. Since 1932, water from the watershed of the Upper Barwon has been reticulated in the Queenscliff and Point Lonsdale areas.

The "Bay" steamers - "Lady Bird", "The Williams", "Ozone", "Hygeia", "Weerona", and other, have come and gone. Cobb and Co. coaches, the railway passenger service, the magnificent full-rigged ships and four masted barques, much of the fishing fleet, and many of the "old timers" have all passed into history, but as a holiday resort Queenscliff lives on.

Next week: "Land - Sea Communication is Developed at Point Lonsdale".

B. Cooper

B. N. COOPER
TOURING SUPERINTENDENT

/16

PORT PHILLIP HEADS

PART 3. Land-Sea Communication is Developed at Point Lonsdale

There is little doubt that William Buckley, "the wild white man" who escaped as a convict in 1803, was the first "resident" of Point Lonsdale. Legend says that he lived in "Buckley's Cave" in the cliff beneath the present lighthouse until found by the Batman expedition in 1835. At this stage Buckley had almost forgotten the English language but was later rehabilitated and lived a useful life.

Between 1854 and 1863 an old mariner, Captain Preston, with the safety of shipping in mind, lived alone at Point Lonsdale and nightly through those lonely nine years fixed to the mast of his self-built signal station a little lamp that burnt col.a oil. Captain Preston's self-imposed duties ended when an old wooden lighthouse was moved from Queenscliff and erected at a point some 500 yards west of the site of the present lighthouse. This old light functioned for thirty-nine years being exhibited for the last time on the evening of March 19, 1902, but was not demolished until 1912. The existing lighthouse functioned for the first time at sunset on March 20, 1902.

Point Lonsdale soon began to attract holiday makers who travelled by "Bay" steamers to Queenscliff, and thence by four-in-hand horse drawn "drags", or cabs. The first boarding house which opened in 1885 occupied the present site of the "Terminus". "Cottee's Coffee Palace" was the forerunner of the present "Kora Weari", while "Merrilyn" opened early in 1900.

The first shop that sold afternoon teas, and half-penny bars of chocolate, opened in the early 1900's. This shop with few changes can be seen today near the entrance to the lighthouse reserve. Indeed, apart from the addition of a few amenities such as running water, hot showers and T.V., some of the first guest houses have changed but little during the passing years. Some of these have been handed on from father to son, the Clays of "Beach House" included.

Between 1901 and 1910 the head lighthouse keeper was also the Point Lonsdale Postmaster. He handled inward and outward mails and sold stamps through a converted bedroom window in his house which is there today, second from the ramp that leads to the lighthouse. In April, 1910, the post office services were transferred to the Gill family where they remain today having been passed on from father to daughter and continously conducted in the Gill residence.

Until about 1912, the international code of flag signals was the only means of communication between ships at sea and the shore. As this system depended upon recognition of specific flags by their shapes and colours, the system was not only slow but it was not effective during periods of poor visibility. In 1912 the morse lamp, which was first used on the Australian coast between the steamer "Marloo" and Wilsons Promontory, came steadily into use. Saturday evenings were always busy at Point Lonsdale when Melbourne football scores were transmitted to passing ships and to the pilot steamer.

However, a new era in ship to shore communication had already begun at Point Lonsdale. This was on the occasion of the visit of the Duke and Duchess of York to open the first Federal Parliament in the Melbourne Exhibition Building on May 9th, 1901. The Royal yacht "Ophir" that brought their Royal Highnesses to Melbourne carried one of the first shipborne wireless installations. An experimental wireless station installed at the original signal station at the Lonsdale and operated by Mr. Jenvy, a Post Office engineer, exchanged greetings with "Ophir" and in doing so established the first Australian ship-to-shore wireless link. The first Victorian Marconi wireless station to operate officially was established at The Springs, between Point Lonsdale and Queenscliff, in 1906.

Today the signalman at Point Lonsdale, with the aid of modern equipment maintains continus voice communication with the pilot steamer and with ships passing through the Heads.

Next week: "The Rip Proves Treacherous".

B. N. COOPER
TOURING SUPERINTENDENT

17

PORT   PHILLIP   HEADS

PART 4. The "Rip" proves treacherous

From the very earliest days of sea travel into Port Phillip Bay it was discovered that the swirling currents of the "Rip" constituted no ordinary bay entrance and it was quickly realised that to avoid repeated tragedies some form of direct assistance to incoming and outgoing ships would be needed.

Captain Tobin, who began operating in a private capacity in November, 1838, is credited with being the first shipping pilot at Port Phillip Heads. The first licensed pilot was Henry Sutton, whose certificate was dated November 1st. 1839.

Life for the early pilots was one of hardship and endurance. The vessels which they used, mere whaleboats, and after about 1854 small schooners, were difficult to handle in rough weather, and the tents which housed the pilots when on shore were certainly not designed for comfortable living. However, in 1901 the first pilot steamer "Victoria" came into service, and with powered vessels came easier and safer transferring of pilots, as well as more comfortable ship-board conditions.

The pride of Port Phillip sea pilots today is the "Wyuna", a twin-screw diesel electric ship specially designed for use at the Heads. Although the "Wyuna" has a maximum endurance of twelve months in service, her usual time on station is six months, and when transferred to Melbourne for maintenance or repairs her duties are performed by the relief vessel "Akuna" ex H.M.A.S. "Gladstone".

As the treacherous waters of the Rip began to inflict their toll on early shipping the need was soon felt for a sea-rescue service, and in 1865 the first lifeboat at the Heads was established at Queenscliff. Following the building of a pier at Point Lonsdale, a lifeboat was stationed there also. Then, as today, fishermen made up the lifeboat crews. It was not until 1926 that a motor lifeboat was brought into use at Queenscliff, using at first a petrol driven motor which consumed fuel at the rate of one gallon per mile, but later converted to diesel power. Today, one lifeboat still remains, resting on a slipway at Queenscliff and always ready for immediate use.

Shipwrecks in and near the Rip have been many and various. They have included small ketches and schooners, full-rigged ships, barques, steamers, and at least one overseas Royal Mail liner. The total number of wrecks in this area is probably now more than fifty, in addition to which there have been perhaps another fifty instances of collisions without sinking, strandings and refloatings, and similar mishaps.

Some wrecks have resulted from poor seamanship and perhaps careless-ness, while some have resulted from bad luck, adverse weather or lack of local knowledge, but the "Rip" itself must take the blame for many misfortunes. As an old mariner once said to a younger seaman: "Beware the treacherous Rip; it's waiting for you my boy".

The Rip has always been a navigational hazard due largely to the rapidity of the ebb tide surging out through the narrow bay entrance and boiling up over a rocky submarine platform between the Heads with an effect similar to rapids in a river. When this torrent meets with heavy seas one of the world's greatest hazards to marine navigation is created.

Today the dangers of the Rip have been steadily reduced. The state of the tide is continually transmitted from Point Lonsdale by the use of canvas shapes or coloured lights. Blasting has gradually increased the maximum depth of water at the Rip since 1881 from 28 feet to 43. But the fury of the Rip remains undaunted, and the spectacle of the ebb tide is no less awe inspiring now than it was to the first white visitors.

THE END.

B. N. Cooper

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TOURING SUPERINTENDENT

G E E L O N G

Today Victoria's largest provincial city, Geelong has borne several names since its first days of settlement. Originally it was called Jillong, which has three aboriginal interpretations - "place of native companions," "white sea bird", and "place of a cliff". It was later known as "Coraiya" which became "Corio", but this was subsequently applied to the bay on which Geelong developed.

Corio Bay was first visited by Lieutenant John Murray in 1802 and later in the same year by Matthew Flinders. Hume and Hovell,who blazed the overland trail from Port Jackson, arrived at Corio Bay in 1824 believing they had reached Western Port Bay.

The first land "sale" in the Geelong area occurred in 1835, when John Batman bought 100,000 acres from the aborigines. It was about this time that William Buckley, "the wild white man" who had escaped as a convict from temporary settlement near Sorrento, was discovered by John Batman's party and re-introduced to white civilization after a period of 32 years.

Although Geelong was slow to develop, it has become a prosperous city and an advanced sea port. It handles the fifth largest amount of cargo tonnage in Australia, much of which is wool and wheat. To name but a few of the industries centred in Geelong, there are butter factories, engineering works, textile factories including nine major woollen mills, cement works, automobile manufacture, safety glass production, aluminium smelters, carpet factories and a petroleum refinery.

Under the control of the Geelong Harbor Trust,which was constituted in 1905, the Port of Geelong has seventeen shipping berths, modern towing facilities and an entrance channel fifteen miles long, which is dredged to a depth of thirty-six feet and a width of three hundred feet.

To keep pace with Geelong's rapid growth, the Harbour Trust has accelerated plans for further development. These include the dredging of the channel to 42 feet, and construction of a new dry bulk berth with four $7\frac{1}{2}$-ton cranes and a 3,000-foot concrete pier at the inner harbour entrance.

Geelong has several schools and colleges of considerable note. There are various cultural organisations including the Geelong Association of Music and Arts which is probably unique in Australia. There are also the Repertory, Orchestral, Choral and Arts societies.

Greater Geelong, with a population approaching 100,000, includes various suburbs. Two of these, Geelong West,and Newtown and Chilwell combined, are cities in their own right.

Geelong can claim several "firsts". The first Victorian country train left Geelong for Melbourne on June 25, 1857. The first rope produced in Australia came from a Geelong factory that was opened in 1852 and, having been extended, continues in service today. The first automatic telephone exchange in Australia was established at Geelong. The first Australian wool clip was carried from Geelong to England in the sailing vessel "Lightning" in 1862. (This vessel was destroyed by fire in Corio Bay late in 1868 while preparing to leave for England with a cargo of over 4000 bales of wool, and 18,650 ozs. of gold from Victorian goldfields). In 1856 the world's first system of commercial refrigeration was developed at Geelong. The "Geelong Advertiser",first published in 1840,is Australia's oldest newspaper. Geelong was the first city in Victoria to remove electric trams from its streets, and to replace them by buses, one fleet of which was brought into service, owned and managed by a woman - probably the first woman in Australia to undertake such a task.

Queens Park, Eastern Beach, Buckley's Falls, Stinton's Claremont Nurseries (now in their 93rd year), the Barwon River and its new bridge, and Ceres Lookout, are but a few of the tourist attractions of Geelong.

B. N. COOPER
TOURING SUPERINTENDENT.

THE "PUFFING BILLY" STORY

"Puffing Billy", always a favourite with young and old alike, will be very much in the news this coming weekend when it makes its historic first journey over the newly renovated section of track to the Lakeside terminal at Emerald Lake. The Governor, Sir Rohan Delacombe, will officiate at the opening of the new section, and thousands of sightseers will undoubtedly make the occasion a memorable one.

In years gone by "Puffing Billy" was the only means, apart from horse-back riding, by which people could travel into the wild bushland of the Dandenong Ranges. Those who enjoyed a picnic or a ramble into the bush would travel by steam train from Melbourne to Upper Ferntree Gully, where they climbed aboard the shining "Puffing Billy", patiently waiting at its little siding for its open-sided carriages and wooden seats to be filled. As the pint-sized locomotive panted and puffed its way slowly up the narrow track into the wooded hills, delighted children would scramble out of the leading carriages to run along beside the track picking flowers, or take a short cut to the other side of a long bend and watch the little train chugging steadily up to meet them.

In August, 1953, heavy rains led to a landslide which buried part of the track between Selby and Menzies Creek and the service was suspended. Investigation was made by the Victorian Railways into the future of the Upper Ferntree Gully - Gembrook service, and official announcement was made that the entire line would be closed.

The expression of public disapproval was immediate and quite overwhelming. Enthusiastic supporters of the general public demand for restoration of the service banded together to form the Puffing Billy Preservation Society, and soon offers of money and assistance are pouring in. Tradesmen, soldiers, students, professional men, school children and scouts devoted their time, efforts, and financial assistance to the organised restoration of "Puffing Billy" to its old glory.

By December 1954, the service had been restored as far as Belgrave, and for a little over three years, trains operated again on Saturdays, Sundays, and public holidays.

In February, 1958, the line was closed again when work commenced on the extension of the broad-gauge electrified service to Belgrave. The narrow-gauge locomotives and carriages were returned to the Newport workshops.

The Railway Commissioners then gave approval for restoration of the eight-mile section of the line between Belgrave and Emerald Lake, stipulating that volunteers of the "Puffing Billy" Society were to work under departmental supervision.

Volunteers built a new passenger terminal and extensive sidings near the Belgrave railway station, using rails and sleepers from the dismantled section. As a training exercise the 3 Field Engineer Regiment of the C.M.F. built an engine shed, coal stage, ash pit and inspection pits. They built a new embankment in front of the landslide and, later, Society volunteers laid a new track through the area to link up with the old line. The army also restored the telephone line along the track, and assisted in building the Lakeside terminus. Victorian Railways bridge gangs and school railway club members also gave valuable service to the Society, and in January 1962, more than 500 rover scouts from the Victorian World Rover Moot worked a full day on the track.

By the middle of 1962, the 60-year-old line had received a new lease of life, and on the last Saturday in July that year, the service was resumed between Belgrave and Menzies Creek.

In just three days time, exactly three years since the last extension, the Menzies Creek - Emerald Lake section will be in use again, and it is to be hoped that the day of "Puffing Billy's" triumphant return to Gembrook will be celebrated in the not too distant future.

B. N. COOPER
TOURING SUPERINTENDENT

L O R N E

In the year 1841 Captain Loutit, carrying in his ship the first wool clip from Geelong to London, was forced by Bass Strait gales to seek shelter along the coast. He anchored in a small bay between Port Phillip Heads and Cape Otway. In course of time Captain Loutit's haven was named Loutit Bay, a name which was later used to identify the settlement that developed on the shores of the bay. In 1869 the name of the settlement, then developing into a township, was changed to Lorne in honor of the Marquis of Lorne.

Lorne, perhaps best known today for its fine surfing beach, has long been a prominent summer resort for Victorians. At first, bay steamers, and soon after, early roads, opened up the resorts of Queenscliff and Portsea as popular beach resorts. Similarly, the development of Lorne as a beach resort occurred early in the history of tourism in Victoria. Today there are a large number of guest houses in the town, two good hotels and a modern motel providing tourist accommodation, and four well-established areas for campers.

Travel to Lorne before the advent of the Great Ocean Road was difficult and often dangerous. First, over the rugged Otway Ranges came packhorses, to be followed by bullock waggons, the Cobb and Co. coaches, and finally self-propelled motor vehicles. Today access from Melbourne to Lorne may be had via two alternate bitumen-sealed routes, which may be joined to provide an excellent round trip. From Melbourne to Lorne via Winchelsea, Bambra and Deans Marsh the distance is 99 miles. A return via Aireys Inlet, Anglesea and Torquay covers 87 miles. Thirty-eight miles of these routes in each direction follow the two-way divided highway between Brooklyn and Geelong.

The beautiful Otway Ranges, which reach the sea in the vicinity of Lorne, contain numerous waterfalls, deep fern gullies and mountain scenery. A number of hiking tracks and winding roads traverse the area close to Lorne, and in spring and summer a profusion of wildflowers may be seen. Along the tracks or in the gullies a fleeting wallaby may be seen, or kookaburras and bell-birds heard.

Of the several waterfalls close to Lorne including Kyles, Cora Lyn, Margaret, Melba, Henderson, Splitters, Wan Wandah Falls and others, perhaps the Erskine Falls, four miles inland, offer the grandest sight. Closer to Lorne is Teddy's Lookout, named after Teddy the ranger who used the lookout to spy out stray cattle on nearby Mt. St. George. There is also the pier, the fishing boats, the golden sand, bluegums reaching almost to the breakers, and the ocean itself, white-capped or placid as the winds and the weather decide.

As a touring brochure declares - "A fair lady is Lorne with frills of white surf on skirts of jewelled sea and the hem of blonde sand for her blue mountain cloak."

Day-visitors to Lorne this summer could include in their trip one of the following surf carnivals or surf meetings:
Torquay Surfathon, Torquay, Saturday, January 1st.
Surf Carnival, Anglesea, Sunday, January 9th.
Surf Carnival, Torquay, Sunday January 30th.
Board Rally, Torquay, Sunday, March 27th.

For the visitor who might be remaining for several days at Lorne, a trip to Apollo Bay must be rewarding. The route, 28 miles in length, is one of the most beauitful ocean drives on the Australian coast. The lookout at Cape Patton, 17 miles from Lorne and at an elevation of 247 feet, presents a fine coastal panaroma. Apollo Bay has a safe surfing beach and most of the amenities found in a modern town.

B. N. COOPER
TOURING SUPERINTENDENT

43.

COLAC AND DISTRICT

The City of Colac derives its origin from the first settlement in the district in 1837 by Hugh Murray, a pastoralist after whom the principal street in the city is named. It is located on the southern shore of Lake Colac, which is 10½ square miles in area and which has a circumference of approximately 20 miles.

Colac, often mentioned as the metropolis of the South Western District is within one of the most fertile agricultural, dairying and pastoral areas of the State. It serves as a centre of a district renowned for its high fertility and productive capacity.

The Colac Road District was created on May 11th, 1859. The Road District was abolished and the Shire of Colac proclaimed on May 10th, 1864. Climbing through the status of a Borough and a Town, Colac was proclaimed a City on March 5th, 1960.

The City of Colac lies 93 miles by road from Melbourne, at an elevation of 437 feet. It has an average rainfall of 27.30 inches, while temperatures range from an average high of 79.1 degrees in February to an average low of 39.8 degrees in July.

In a short summary such as this, it is impossible to list all of Colac's primary and secondary industries. Dairying; onion and potato growing; pig, cattle and sheep raising; themanufacture of aerated waters, cordials, clothing, bricks and plaster boards; and the harvesting of oats, linseed, millet, rye grass and hay,are but a few of these industries. There are approximately 100 factories. The turn-over of the Colac Dairying Co. Ltd. alone for one year was recently £3,411,263.

During the period of early development of Colac, the railway station was a busy centre. First came the rail connection with Geelong in 1877. Then, in 1889, a branch line was opened to Beeac, to be followed in 1891 with a line to Forrest. In 1902 the Beech Forest line was opened and extended to Crowe's in 1911. Each of these branch lines has since been closed. For sixty years wagons of timber and potatoes,and passenger carriages,were hauled over 2000 feet down the twisting mountain line from Beech Forest to Colac by a sturdy locomotive which became widely known by the familiar name "The Beechie". This train carried its final load of Railway Historical Society passengers on June 30th, 1962, on an excursion which marked the final closure of the Beech Forest railway.

One of the earliest dairy farms near Colac was established around the year 1890. The homestead, built of timber from the Otway forests can still be seen today, bordered by aging pines, and adjacent to the Princes Highway about 1½ miles east of the city.

Both to the south and to the north of Colac are various points of interest. To the south are the Otway forests which provide logs for an industry which is second in thedistrict in importance only to dairying. Good bitumen roads connect Colac with Gellibrand andForrest, two of the timber-getting focal points. Approximately 30 mills produce more than £1,500,000 worth of timber annually. Main species of timber grown in the district are Mountain Ash, Manna Gum, Messmate and Blue Gum. North of Colac, near Alvie, is the volcanic area known as Red Rock, with its fascinating crater lakes and twin lookouts. A day tour to Red Rock will be featured in the January issue of Royalauto.

B. N. COOPER
TOURING SUPERINTENDENT

44

F L I N D E R S

The town of Flinders and the Flinders Naval Depot are often confused, one being taken to mean the other.

The township of Flinders, located at the western entrance to Westernport Bay, was named after Matthew Flinders who, between October, 1798, and January the following year, sailed around Tasmania with George Bass and proved it to be an island. Bass Strait that laps the shores of Flinders was named after Flinders' companion on the voyage.

In an endeavor to overcome the early isolation of Tasmania from the mainland, a submarine telegraph cable was laid between Flinders and Low Head, in northern Tasmania, in 1883. This was a private venture which never proved to be a reliable means of communication. It was replaced in 1902 by two new telegraph cables known respectively as the "East" and the "West" cable, each approximately 190 miles in length and operated by the Post Master General's Department. Normally, telegraph traffic was handled over these cables direct between Melbourne and Launceston through automatic repeaters located in the Flinders Post Office. On occasions, perhaps due to a "leak" in one of the cables and when direct intercommunication between the two terminals was difficult, manual relay at Flinders was necessary. All cable testing, which was a daily routine, was effected at Flinders, usually around 7am when telegraph traffic was light.

One of the first outward signs in Australia of the beginning of the 1914-1918 war was quickly in evidence at Flinders. Within hours of the declaration of war an army detachment was busy there, setting up camp, digging trenches and mounting guard over the Tasmanian cable terminals.

Flinders, 54 miles from Melbourne via Frankston and Hastings, is a seaside resort where much of the original township can still be seen nestling amongst a sprinkling of modern residences. Fishing, golf and tennis are the main sporting activities. Scenic coastal walks are available to the more energetic tourist. In the sourrounding area there is fruit growing, and cattle and sheep raising. Close at hand are the many other attractions of the Mornington Peninsula.

The Flinders Naval Base, now more correctly known as H.M.A.S. "Cerberus", is close to Stony Point, 17 road miles on the Melbourne side of Flinders township.

At the entrance to "Cerberus" stand three weatherbeaten figureheads on perpetual guard. The figureheads, the pride of long-forgotten ship builders of another era, are those of a woman with a tiara and necklace of pearls, a bare-chested gentleman with a beard, and an imposing gladiator.

The lady with the pearls adorned the prow of H.M.S. "Pearl" which sailed and fought for Britain between 1828 and 1851. The other two figureheads came from H.M.S. "Encounter" and H.M.S. "Pylades".

"Encounter" was a name applied to five separate men-o'-war extending from early 1800 through to 1912. Of six "Pylades", the first was originally named "Hercules" and was captured by the British from the Americans during the War of Independence. The fourth vessel of this name was based at Sydney for several years, while the last of the line of Pylades, a World War Two minesweeper, was sunk by torpedo off the French coast immediately after D-Day.

The last-mentioned two figuresheads came respectively from "Encounter" number three and "Pylades" number three.

The R.A.C.V. Mornington Peninsula map and its accompanying touring information pamphlet are available to members visiting either Flinders or H.M.A.S. "Cerberus".

B. N. COOPER
TOURING SUPERINTENDENT

49

PORT CAMPBELL ATTRACTIONS

The coastline at Port Campbell, the highlight of a tour along the Great Ocean Road, has been described as the most magnificent in the Southern Hemisphere for easily accessible coastal scenery.

Along the coastal strip from Anglesea to Apollo Bay, the steep Otway Ranges plunge straight into the sea forming picturesque headlands and bays. But in the vicinity of Port Campbell, the high, level country terminates abruptly at sheer cliffs of up to 300 feet, resulting in natural archways, deep caves, islands, grottos and blowholes along twenty miles of spectacular coastline.

Coastal features to the west of Port Campbell are Two Mile Bay, Marble Arch, Murray Steps, Point Hesse, London Bridge, and The Grotto, while to the east are Beacon Steps, Sentinel Rock, Goudie's Outlook, Haystack Rock, Baker's Oven Rock, Sherbrook River, Broken Head Point and Steps, Thunder Cave and Survey Steps, The Blow Hole, Mutton Bird Island, Elephant Rock, Loch Ard Gorge, Island Archway, the Twelve Apostles and Gibsons Steps. Tracks have been made to most of these spots.

For motorists travelling to Port Campbell via Lavers Hill and Princetown, Gibsons Steps are the first coastal feature encountered, the turnoff being just three miles west of Princetown.

Next are the Twelve Apostles, probably the best known feature on the coast. Consisting of twelve tiny islands quite close to the cliffs, they stretch along the coast for some two miles. Actually small isolated portions of the mainland cliffs, many of them are far taller than their width at the base, standing defiant in the face of pounding seas. A good track leads to the cliff top at the eastern end of the group, where an excellent view can be had of nearly all the islands.

Loch Ard Gorge, a large indentation in the coast about six miles west of Princetown, contains a large sandy beach and several deep caves. The heavy ocean swell can be seen rolling through the narrow entrance into a small, partially-enclosed bay. Steps lead to the floor of the gorge where the beach and caves may be inspected. Sheltered by high cliffs, the western end of the beach is ideal for picnics, but the beach is unsafe for swimming except in extremely calm weather due to strong under-currents. The gorge takes its name from the 1,623-ton clipper "Loch Ard", which was wrecked there during the early hours of June 1st, 1878, with the loss of 50 lives. The sole survivors, a Mr. Tom Pearce and a Miss Carmichael, were carried by chance through the turbulent entrance of the gorge to the safety of the beach.

Mutton Bird Island, only a stone's throw from the mainland, is a vast breeding ground for mutton birds, which arrive every year in mid November to establish their nests. Each evening during summer, the birds return to the island in thousands, each carrying fish to feed their young. The nesting season lasts until mid March, when the birds go out to sea for the winter months.

The Blow Hole, a large hole about 100 yards in from the cliff edge, provides a spectacular sight in rough weather when heavy seas enter the long tunnel connecting it with the sea and issue forth clouds of spray. Steps lead to the entrance of the tunnel, and a close view of the surging water. Nearby, Survey Steps lead down a small gorge to Thunder Cave, which takes its name from the booming sound of waves rushing into it along a deep channel. Steps lead to a rock ledge which can be reached during calm seas for a closer look at the cave.

Sherbrook River offers a restful change of scenery. It is a popular picnic spot, with conveniences and fireplace handy to the beach and river, where there is a particularly safe swimming spot for children.

Marble Arch, a few miles west of Port Campbell, is a large archway on a ledge of rock. Steps lead down to the ledge enabling visitors to view it at close range.

A little further to the west, a long neck of the mainland with two large archways and waves washing through them has been named London Bridge. Steps lead down the cliff nearby to a small beach which is good for picnics. Penguins nest in the rocks along the cliff edge and can often be seen nestling at the back of a dark cavity. This little beach is very steep, and the boiling waves present a truely awesome sight. Needless to say, it is out of the question for swimming.

B. N. COOPER
TOURING SUPERINTENDENT.

(3)

SHIPWRECKS (by F. Stevens, Touring Records Section).

A shipwreck in modern times, is, fortunately, a rare occurrence. Reliable steam or motor propulsion, improved navigational aids particularly in the electronic field, more accurate charting of coastal waters, radio communication, and advances in seamanship techniques, each have played their part in making sea travel safer.

Radio and radar alone have had a particular impact on the safety of life at sea. The regular receipt of time signals from shore stations and from which ship's chronometers, a vital part of maritime navigation equipment, may be accurately set is but one facet of the improvement in facilities.

In the days of sail when the winds and the weather often combined to make war against the mariner and when that mariner was often forced to navigate with the aid of a chronometer that was inaccurate, it is not surprising that a landfall after a long voyage without sight of land was in turn often inaccurate.
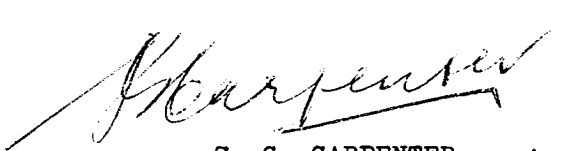
Shipwrecks on the Australian coast dating back to 1629 when the Dutch vessel "Batavia" came to grief near the Monte Bello Islands on the northwest coast of Western Australia, now total approximately 1500. On King Island in Bass Strait alone there have been 57 known wrecks. The greatest Australian shipping disaster in terms of lives lost occurred on King Island in 1845 when the Ship "Cataraqui" was lost there with 399 souls. Only 9 were saved. But the western coast of Victoria has also been the graveyard of many fine ships, some relics of which may still be seen under favorable weather and tide conditions. Several of these happened to be vessels endeavoring to find the entrance to Port Phillip Bay in adverse weather conditions and being driven ashore in the process.

In the early hours of September 4 1880, the American vessel "Eric the Red" struck a reef about two miles off Cape Otway. This vessel was carrying a cargo of exhibits for the International Exhibition being held in Melbourne and broke in two almost immediately. Goods included pianos, cases of silver plate, toys, organs, sewing machines and many other valuable items. Wreckage came ashore at widely dispersed places including Westernport Bay, Kennet River, Apollo Bay and Port Campbell. The rusted ship's anchor and chain may still be seen at low tide a short distance on the Apollo Bay side of the Cape Otway lighthouse reserve.

The large barquentine "Speculant" rounded Cape Otway on February 10 1911 in a strong southwesterly gale and misty conditions, the Captain believing his ship to be well clear of land. Without warning the vessel went ashore at Cape Patton. Portions of the keel and a few pieces of rusted metal may still be seen, near a cave a short distance to the east of Cape Patton.

Point Lonsdale is another "Graveyard". But here, due mainly to strong tides, and to gales and heavy seas that seem always to quickly build up in the train of most shipwrecks, there are few visible signs of past wrecks. There are, however, to be found embedded in the reef below the lighthouse several iron hooks that were placed there to assist in salvaging cargo from the 4-masted Barque "George Roper" which went ashore in fog on July 4 1883.

Weather has not been responsible for all maritime losses on the Victorian coast, one in particular among others being that of "City of Rayville". Early in the evening of November 8 1940, this large and fully loaded steamer of about 17,000 tons struck an enemy mine about six miles southeast of Cape Otway and sank within a few minutes. Fishermen from Apollo Bay, in hazardous weather conditions and after great effort picked up 39 of the 40 crew members of "City of Rayville". The vessel lies in 210 feet of water but to date no effort seems to have been made to savage the cargo much of which consisted of copper and lead.
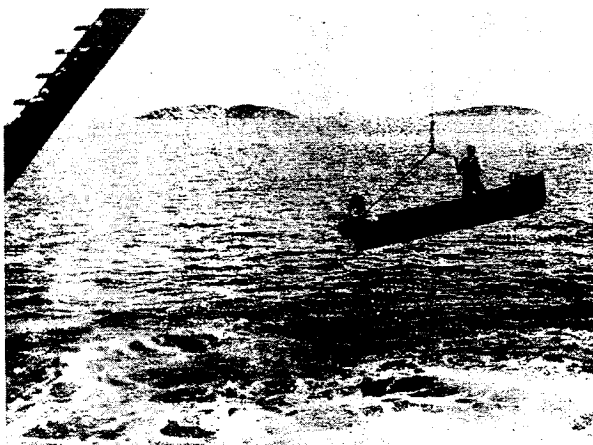
S. G. CARPENTER
TOURING MANAGER.

71

(3)

A BOAT (by F. Stevens, Touring Records Section).

The 1966 Boat Show commences on Friday of this week, July 22nd, at the Melbourne Exhibition Building. It will be open to the public each day excepting Sunday between 11am and 10pm until the evening of July 30. It is expected that a variety of boats will be on display ranging in size from 10ft. to 34ft. and including a trimaran and several yachts.

Officially a boat is a vessel under 65ft. in length but by common useage the word "boat" now applies to a variety of vessels, large and small. There are Manly Ferry Boats, and Murray River Boats; there are yachts and cabin cruisers. Indeed the commander of the mammoth trans-Atlantic liner "Queen Mary" has heard his floating palace referred to as a boat. But these are not really boats in the mind of the sailor. To the sailor a boat is "a small, open, oared or sailing vessel", although he will concede that an engine may now be included as a means of propulsion.

All commercial and some pleasure vessels that go to sea carry one or more boats. In most cases these are called life boats although some vessels, such as lighthouse tenders, carry also work boats.

Ship's life boats vary in size and may be of wood or metal construction. The average dimensions of a life boat would be about 28ft. long, 8ft. wide and 4ft. deep. Each life boat is accurately measured as the figures obtained determine the number of people that can be safely carried. The length, width and depth are multiplied together, a safety factor applied, and the result divided by 10, thus allowing in effect one person to each 10 cubic feet of internal space.

These boats are always carefully maintained, fully equipped, and kept ready for immediate use should a necessity arise. They are stocked with water, biscuits, spare life jackets, a compass, oars, sails, sea anchor, distress signals, and buoyancy tanks. If time permits when leaving a sinking ship additional equipment may be placed in the boats. At least one chronometer, a sextant, charts, spare rope and tackle, and probably extra food and water would be added.

A BOAT.
Going ashore at Cliffy Is. Lighthouse.

The longest known voyage made by a ship's life boat resulted from the loss of the steamer "Trevessa" in the Indian Ocean on June 4 1923. This steamer sprang a leak in a heavy seaway and quickly sank. The crew, totalling 44 men, with some considerable difficulty got away in two of the ship's life boats and spent over 3 weeks at sea. One boat reached Rodriguez Island after a voyage of 1556 miles in 22 days 19 hours, while the other boat (having missed Rodriguez in the dark) reached Mauritius in 24 days 20 hours after sailing 1747 miles. If time had allowed someone to collect the chronometers before abandoning the ship, more accurate navigation would have been possible thus allowing the boats to shape a direct course over a shorter distance of 1330 miles to Rodriguez.

"Trevessa's" Captain, who, as a result of wartime sinkings, had already experienced life in open boats, firmly believed that condensed milk was a vital stores necessity in life boats. He stocked his boats in this case accordingly. Throughout those three weeks of great hardship, through storms and calms, through days and nights, in great discomfort and often thoroughly wet to the skin and cold, all but a few of the men survived on about 3 tablespoons of condensed milk, one ship's biscuit and less than a small cup of water issued three times daily.

The RACV Boating Guide, pages 11, 14, 15 and 41, provides useful information for boating enthusiasts, on safety aspects of this sport.

S. G. CARPENTER
TOURING MANAGER.

MIGRATORY BIRDS (by F. Stevens, Touring Records Section).

Throughout the world many types of birds are migratory. Despite all dangers of storms, droughts, forest fires, and man himself, millions of birds undertake phenominal migratory flights, sometimes returning via the out-going route, but sometimes following a figure of eight route. Sometimes whole continents and oceans are spanned in the course of these flights.

The Wandering Albatross, which possibly circumnavigates the earth several times in a year has never fully been understood. This bird often followed sailing vessels for many days particularly in the Cape Horn area, seemingly never resting or eating. It can still be seen from passenger steamers in southern latitudes.

The Artic Tern, a midget by comparison with the albatross, breeds in northern Canada, Greenland and Iceland, and winters on the south and west coasts of Africa but penetrates as far south as Antartica. This bird travels up to 11,000 miles twice a year.

The Swallow, with which we are all familiar, is another small bird that migrates. Seldom if ever will a swallow be seen during winter in Victoria. However, as a harbinger of Spring, the swallow will suddenly appear, in the meantime having flown to distant places and covered a round distance of 5,000 to 7,000 miles.

The Mutton Bird, so well known on the islands of Bass Strait, on parts of the South Australian, Tasmanian and New Zealand coasts, and to a lesser extent on our Phillip Island, is another bird that "goes north for the winter". It has an amazingly regular flight pattern.

This bird leaves Bass Strait in our Autumn, veers wide out from the east coast of Australia towards New Zealand, then wings away across the Pacific Ocean to pass our winter months off the coast of Japan and in the Bering Sea. When Autumn comes to the North Pacific Ocean this bird flies down the coast of North America, then heads diagonally across the Pacific to hit the Australian coast in late September and in October and November. Its flight path follows a figure-of-eight pattern.

The Mutton Bird population estimates vary, but a figure of 120 million has been calculated. Despite the 20,000-mile trans-equatorial flight of these birds, it is on the last leg of their flight back to Australia that disaster awaits them. In the final sweep into Bass Strait they encounter strong head winds and often gales. Partly exhausted after their long homeward flight, dead Mutton Birds can sometimes be seen in hundreds, washed up on beaches of eastern Australia.

The name "Mutton Bird" was adopted by early settlers on Bass Strait islands who found the flesh of the birds not unlike mutton. In fact the bird is a short-tailed or slender-billed shearwater, otherwise puffinus tenuirostris!

The early settlers also called the bird the "Yowler" because of its high-pitched screech. In small rookeries where there might be but a few chicks during a hatching season, and where individual calls can be distinguished from the multitude, the call of the young Mutton Bird can sound like the cry of a child in pain.

Perhaps the outstanding feature of the Mutton Bird and one that continues to amaze naturalists, is its uncanny accurate homing to its previous precise nesting place.

S. G. CARPENTER
TOURING MANAGER.

<u>NEW ZEALAND (by F. Stevens Touring Records Section)</u>

We normally think of New Zealand as two islands, North Island and
South Island, separated by Cook Strait, a tempestuous 20 miles of sea.
There are, however, many other islands including Stewart, the Chathams,
Auckland, Great Barrier, Bounty, Campbell, Snares and others.

The length of coastline of the two main islands is approximately
4,000 miles encircling areas totalling 103736 square miles, an interesting
feature being that no part of New Zealand is more than 75 miles from the
sea. Another interesting point is that over 75% of the surface area is
higher than 650 feet, the highest point being Mt. Cook, 12349 ft., near
the centre of the South Island.

Legendary landings on New Zealand soil were made by Polynesians
about 950 AD and again about 1150 AD but historians and anthropologists
claim that the first settlement by a large number of immigrants occurred in
approximately 1350 when fleets of canoes brought many hundreds of
islanders from whom Maoris claim ancestry. The first recorded white man
to discover New Zealand was Abel Tasman in 1642-43. Captain Cook charted
both islands in 1769-70. Whalers, sealers and traders were the first
white settlers and began to arrive about 1840.

Land purchase in New Zealand, from 1840 onward caused considerable
friction between the whites and Maoris. Considerable complexity existed in
regard to ownership. The Maoris failed to understand permanence of transfer
of ownership implied in selling land. Prior to white settlement both
occupied and untenanted land was divided among tribes with declared
boundaries; land ownership was a tribal, not an individual matter and
depended on both conquest and permanent occupation. Some blood shed, the
setting up of various "Boards" "Courts" and "Trusts", and Parliamentary
enactments, perhaps particularly the Maori Land Act of 1929, finally brought
about a clear understanding of this complex and contentious matter.

The population of the two main islands is now approximately 2.5
million, the chief towns and their populations being Auckland (466,300),
Christchurch (226,800), Wellington (153,300) and Dunedin (106,100).

The scenic beauties of New Zealand can perhaps be summarized in the
following few words. There is an extensive lake system with fast flowing
rivers and steep waterfalls; there are several glaciers and large expanses
of snowfields particularly in the Southern Alps; there are rich plains,
river flats, and perhaps of particular note there are the geysers, hot and
cold w ter zones, steaming lakes, mud pools, boiling springs, mineral baths
and Maori guides, all readily available at Rotorua (Maori name for Second
Lake), 144 miles south east of Auckland. Hot water, piped straight from
back yard bores at Rotorua is freely used for household central heating
and cooking . Unfortunately, a high sulphur content makes this water un-
suitable for drinking or washing. Steam from deep bores is now being used
to drive turbines that generate large quantities of electrical power, the
Wairaki power station alone producing 266,000 Kilowatts, about one seventh
of the North Island's power needs.

New Zealand has been called the most concentrated wonderland of
scenery and sport in the world.

Already the R.A.C.V. Travel Service is planning its next
Christmas Escorted Tour to this holiday paradise across the Tasman.

Cotton fibre has been used by man since ancient times, as far back as 3,000 B.C., but only in the last 200 years has it become one of the most important raw materials in world-wide use. The world uses some 24 billion lbs. of cotton lint a year.

Cotton grows best in warm conditions and where not stressed by moisture shortage. It will produce good crops in sub-tropical, temperate and arid regions provided it is irrigated. Countries that produce cotton include Australia, parts of India, Pakistan, Russia, Brazil, Peru and particularly the Cotton Belt of the southern states of the U.S.A.

Botanically, cotton is related to the familiar hibiscus. By nature, it is a perennial shrub reaching to about 12 feet high. Commercially it is grown as an annual to a height of four feet or less. It has a deep tap root which grows quickly to a depth of five feet or more thus assisting in its drought-resisting quality. Controlled irrigation is, however, the answer to sturdy growth and profitable production.

Behaviour of the cotton plant is fairly precise and predictable. Seedlings emerge 4 to 14 days after sowing, depending on soil temperature. Flowers appear about 60 days after the seedlings and are creamy white, about $2\frac{1}{2}$ inches long and 2 inches across when open. Within 4 days the flowers change from creamy white through pink to red, mauve or purple and the petals fall. After a lapse of about 25 days from petal-fall a boll, or seed capsule, develops. After a further 35 to 55 days the boll bursts and exposes the "seed cotton". Harvesting then commences and this is usually repeated three or four weeks later. In some countries hand harvesting is still practiced, although mechanical harvesters are now widely used.

Until the 18th century, cotton fibres were spun and woven by hand processes. In 1793 a cotton "gin" was invented and this revolutionised the cotton processing industry. A gin is a mechanised means of working harvested seed cotton in a manner that separates the lint (raw cotton fibre) from the seed.

Recent publicity given to cotton growing as a part of the Ord River scheme in northwest Western Australia might lead one to believe that the industry is quite new to Australia but this is not so. Queensland has been Australia's cotton growing State for 100 years or more. In 1840 Queensland produced its first commercial cotton which, in 1870, achieved a peak of $7\frac{1}{2}$ million lbs. of lint. After the end of the Civil War, the U.S.A. began to produce large quantities of cotton by cheap labor. This cotton was exported to countries such as Australia more cheaply than it could be grown locally, thus strangling the local industry. In course of time, however, Australia again took an interest in cotton growing which now is an expanding industry in Queensland, New South Wales, Western Australia, the Northern Territory and to some extent in Victoria. In the area around Narrabri - Wee Waa over 10,000 acres, all irrigated from the Keepit Dam on the Namoi River, are under cotton. It has been forecast that by 1970 50,000 acres in New South Wales alone will be under cotton and yield a $12 million crop.

By-products of the cotton industry are surprisingly large in number. After the seed cotton has been ginned various by-products are used in the manufacture of cotton-seed oil which in turn is used in the manufacture of margarine and cooking oils. Others find their way into rayon, gun powder, films, shatter-proof glass, plastics, feed-cake for livestock, high quality writing paper and many other items in common use. Even the hulls (seed coats) are used as an organic dressing for soil.